

BookletChart™

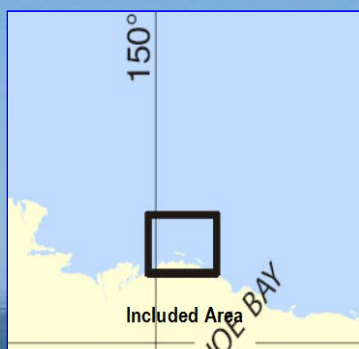
Jones Islands and Approaches

NOAA Chart 16062

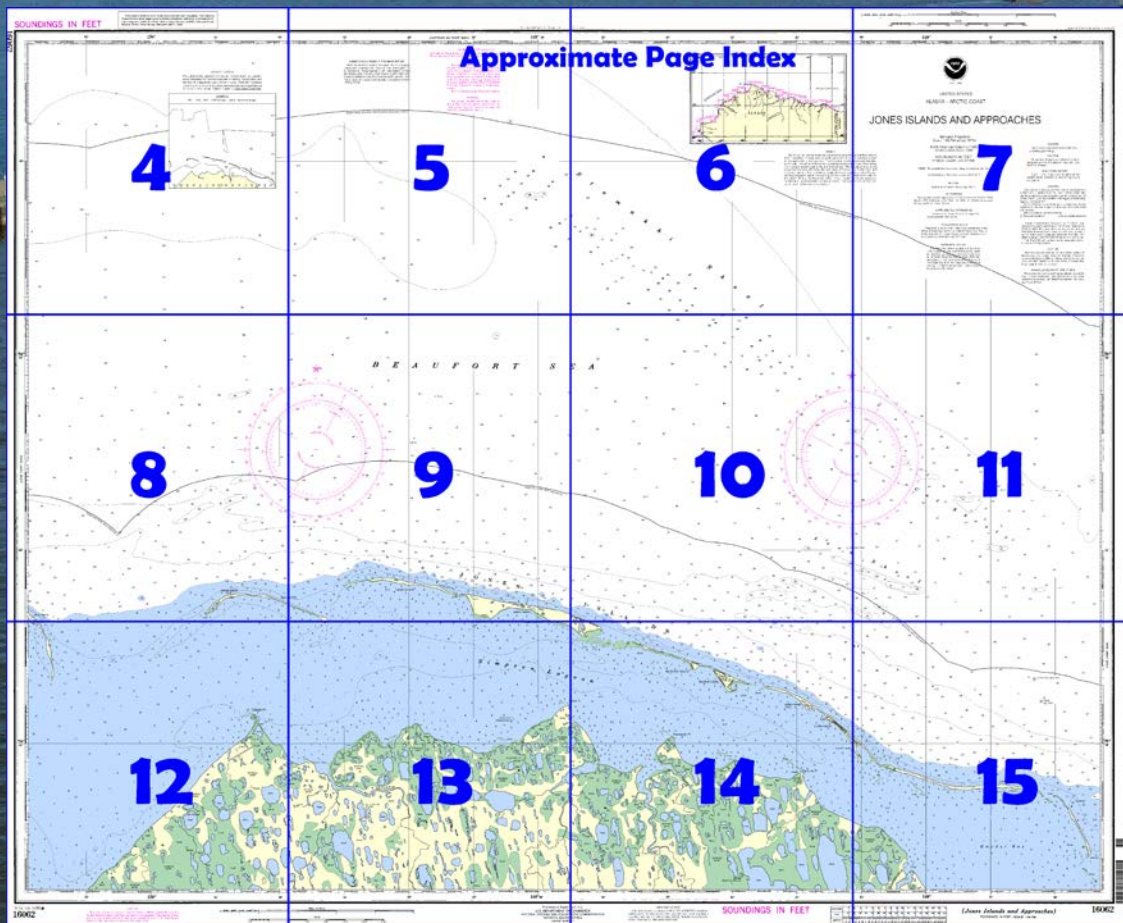


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

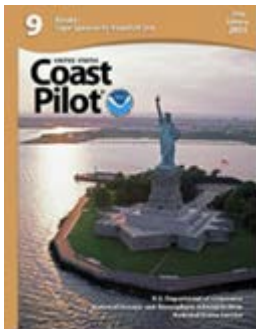
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16062>.



(Selected Excerpts from Coast Pilot)

Oliktok Point, the first prominent mainland point E of Colville River, is a triangular sandflat. Excellent small-boat anchorage is found in depths of 5 feet behind the small bar that extends NW from the point; this anchorage is exposed to SW weather, but protection from such can be found E of the island. A lighted artificial island is about 3.1 miles SW of the S tip of the island in about 70°29'45"N., 150°14'48"W.

Thetis Island is 6 miles NW of Oliktok Point and 5 miles off the Colville River Delta. Good anchorage, with protection from SW winds, is found in depths of 12 feet E of the island.

Spy Island, 3 miles N of Oliktok Point and 4 miles E of Thetis Island, is the

westernmost of the **Jones Islands**; the island is very low and floods during storm high waters. **Pingok Island**, largest and highest of the Jones group, is 6 miles long in an E-W direction. **Bertoncini Island** and **Bodfish Island** are about 2 miles E of Pingok Island. **Cottle Island**, 1.5 miles N of Beechey Point, is 3 miles long and is the easternmost of the Jones group. Bars and shoals obstruct the passages between Pingok and Cottle Islands. An artificial island is about 4.5 miles NNE of Cottle Island in about 70°35'05"N., 149°05'45"W.

On the mainland back of the Jones Islands is **Milne Point**, which is 8 miles E of Oliktok Point and is rimmed with bluffs about 5 feet high.

Beechey Point is 14 miles E of Oliktok Point; launches can find fair shelter in depths of 4 feet behind the small sandbar that extends NW from Beechey Point.

Simpson Lagoon, between the Jones Islands and the mainland, has depths of 6 feet and affords protected passage from Oliktok Point to Beechey Point. In 2007, the remnants of an island, covered 2 feet, were about 4.0 miles NE of Oliktok Point and in about 70°32'13.7"N., 149°41'05.5"W. In 2000, a 2-foot shoal was reported about 460 yards W of the island in about 70°32'12.8"N., 149°41'46.4"W.

The **Return Islands** begin 0.5 mile SE of Cottle Island and continue SE another 11 miles. **Long Island** is the westernmost and longest, about 5 miles, of the Return group; the passage between Cottle Island and Long Island has depths of 2 feet. Off the SE end of Long Island are bars and shoals that extend back into Gwydyr Bay, but depths of 5 feet can be carried into the bay between the bars and low, crescent-shaped **Egg Island**, next island to the SE. Southeasternmost of the Return group is **Stump Island**, which is about 2 miles long and extends to within 0.5 mile of mainland Point McIntyre. The passage between Egg Island and Stump Island has depths of 3 feet, but there is little water between Stump Island and Point McIntyre.

Gwydyr Bay, the lagoon area between the Return Islands and the mainland, has depths of 3 to 5 feet as far E as low **Storkersen Point**, which is 10 miles from Beechey Point; the best entrance to the bay is W of Egg Island. **Kuparuk River** empties into the S side of Gwydyr Bay W of Storkersen Point. There is little water between Storkersen Point and **Point McIntyre**, 3 miles to the SE.

The **Midway Islands**, 7.5 miles NE of Point McIntyre, are very low and have little driftwood on them; good anchorage for vessels drawing up to 6 feet can be found behind **Reindeer Island**, the W island of the group.

Cross Island is 6 miles E of the Midway Islands. Somewhat protected anchorage for vessels drawing up to 10 feet can be found behind the crescent-shaped island and the several small islets that extend to the S. Large ice floes remain hinged to the N and E sides of the island during the entire open season. Two miles SE of Cross Island is a shoal that extends 4 miles in a SE direction. **Dinkum Sands**, a gravel reef that bares, is halfway along the shoal.

Prudhoe Bay (70°20'N., 148°20'W.), SE of Point McIntyre, has shoals across most of its entrance. **Gull Island**, a small island midway along the shoals, is a conspicuous radar target. The bay proper has depths of 6 to 9 feet and affords good holding anchorage with protection from all but NW weather. The best access route has depths of 4 feet and parallels the W shore at a distance of 0.4 mile.

On the NW side of Prudhoe Bay, about 1.5 miles SE of Point McIntyre, a causeway extends about 2.2 miles offshore. Private daybeacons mark the intakes and outfalls of the seawater treatment plant.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

CAUTION

Depths may vary as much as 6 feet due to iceberg groundings.

Mercator Projection
Scale 1:49,794 at Lat. 70°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.008' southward and 11.286' westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

SUBSISTENCE WHALING IN THE BEAUFORT SEA

Mariners should be aware that Alaskan Natives engage in subsistence whaling in the Beaufort Sea from August 15 to October 31. Vessel operators are requested to contact the Alaska Eskimo Whaling Commission at (907) 852-2392, or aewodr@barrow.com prior to entering this area for information about the location and avoidance of traditional Native hunting parties.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

Radar Transponder Beacons, or RACONS, are activated by radars operating on the X-Band, frequencies 9300 to 9450 MHz and, when activated, will emit an international morse code character which will be visible on the radar screen that activated the RACON. The effective range of the RACONS will be from 11 to 27 miles.

The RACONS will be maintained seasonally from 1 July to 15 September.

CAUTION

Mariners are advised that in the shallow waters of the Beaufort Sea, water levels are strongly influenced by meteorological conditions. Strong offshore winds can produce water depths up to 0.8 meters (2.6 feet) less than those shown on this chart.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

TIDES: The periodic tide has a mean range of about one-half foot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the State of Alaska, Geological Survey, and U.S. Coast Guard.

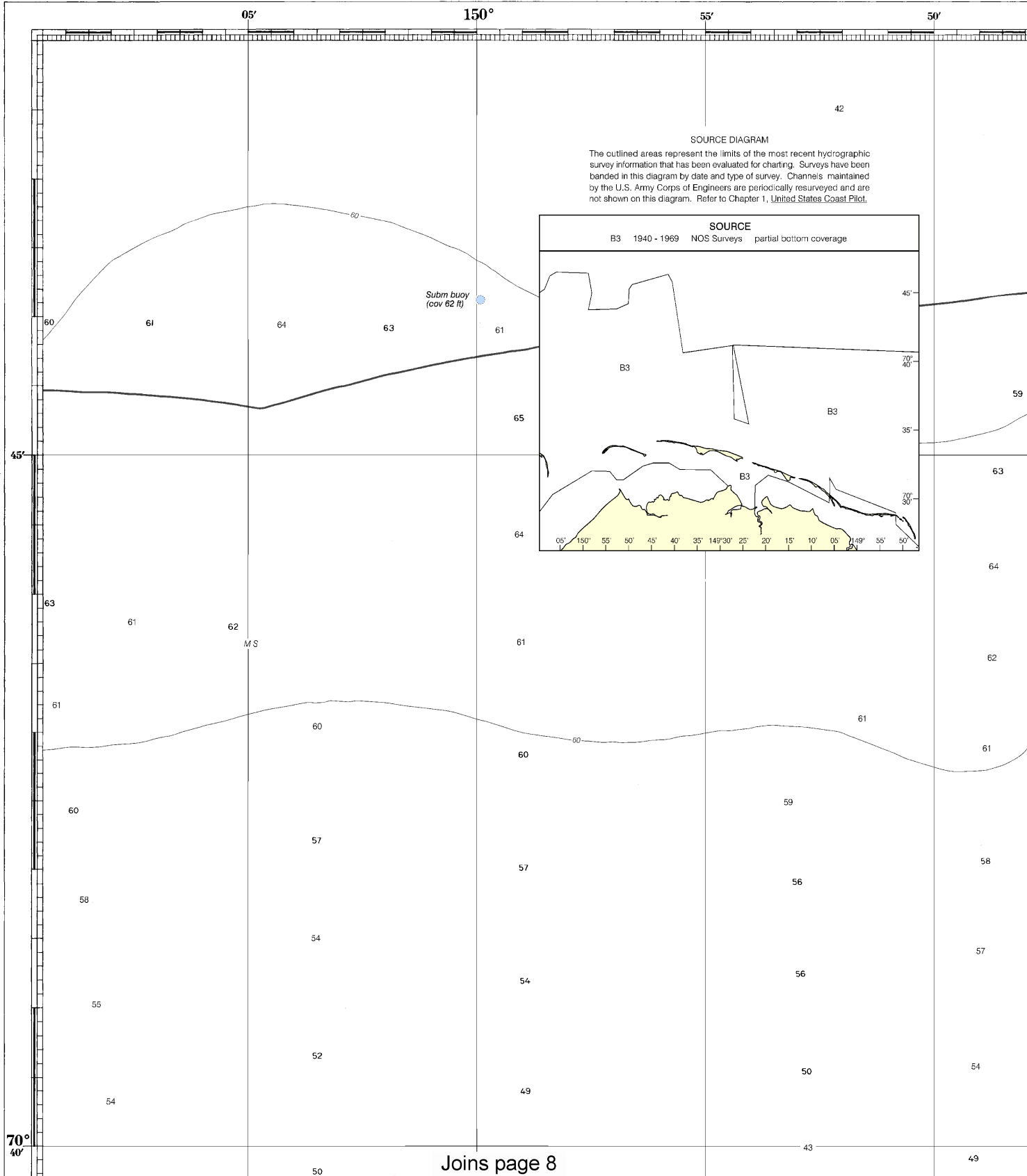
NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December, 27 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

SOUNDINGS IN FEET

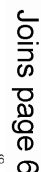
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.

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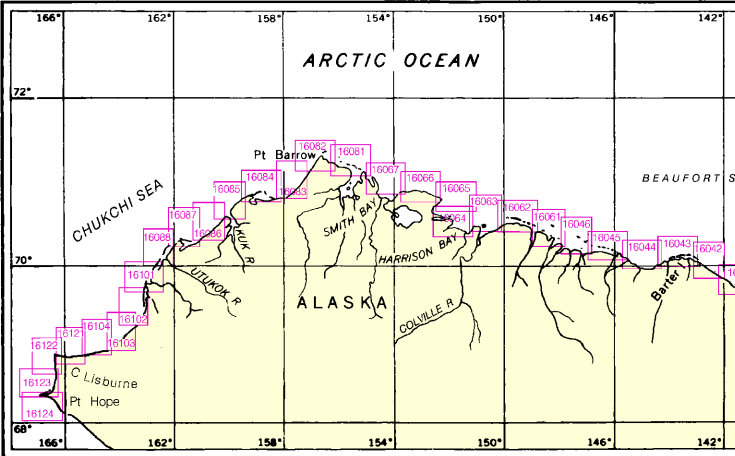


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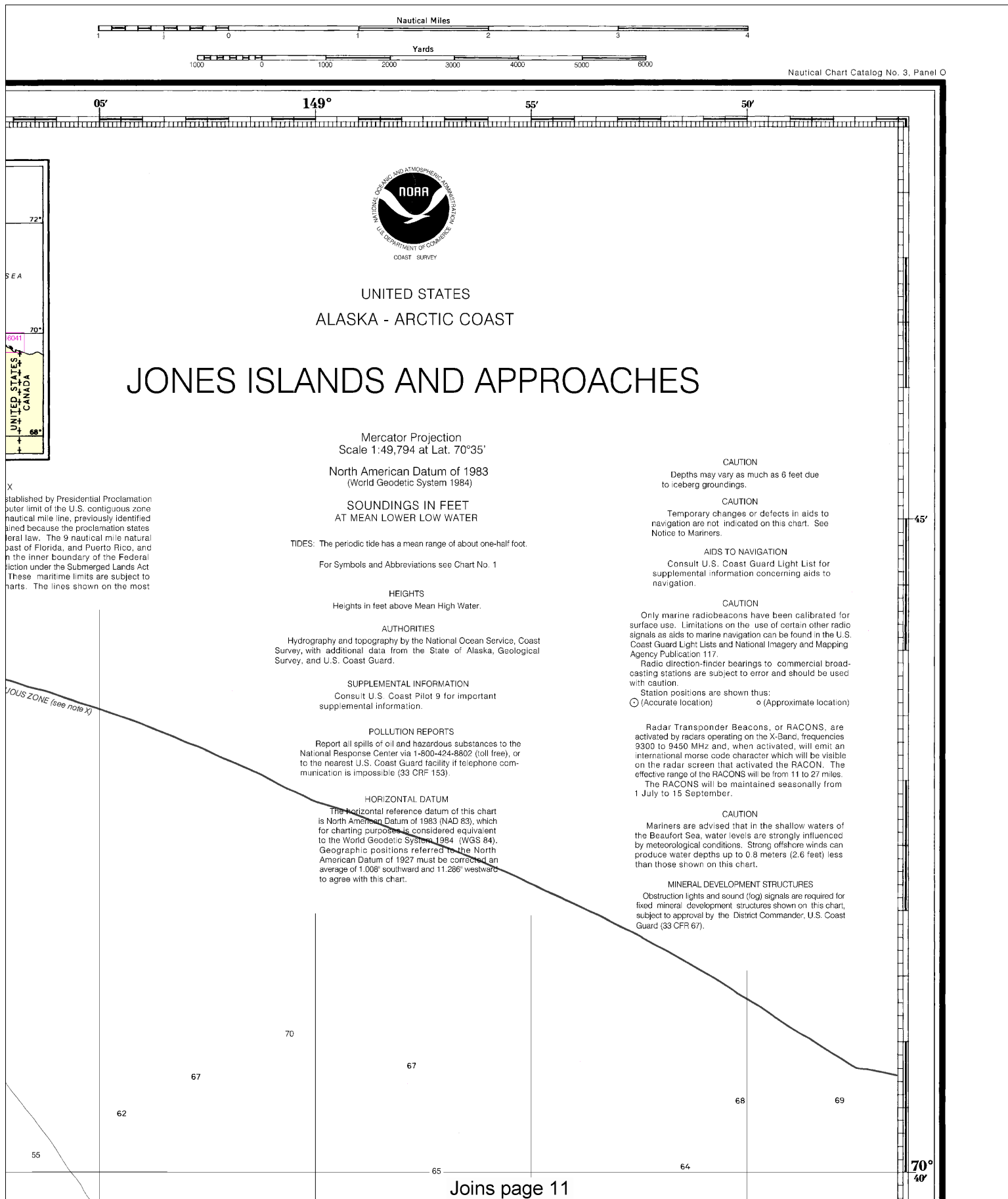
Note: Chart grid lines are aligned with true north.



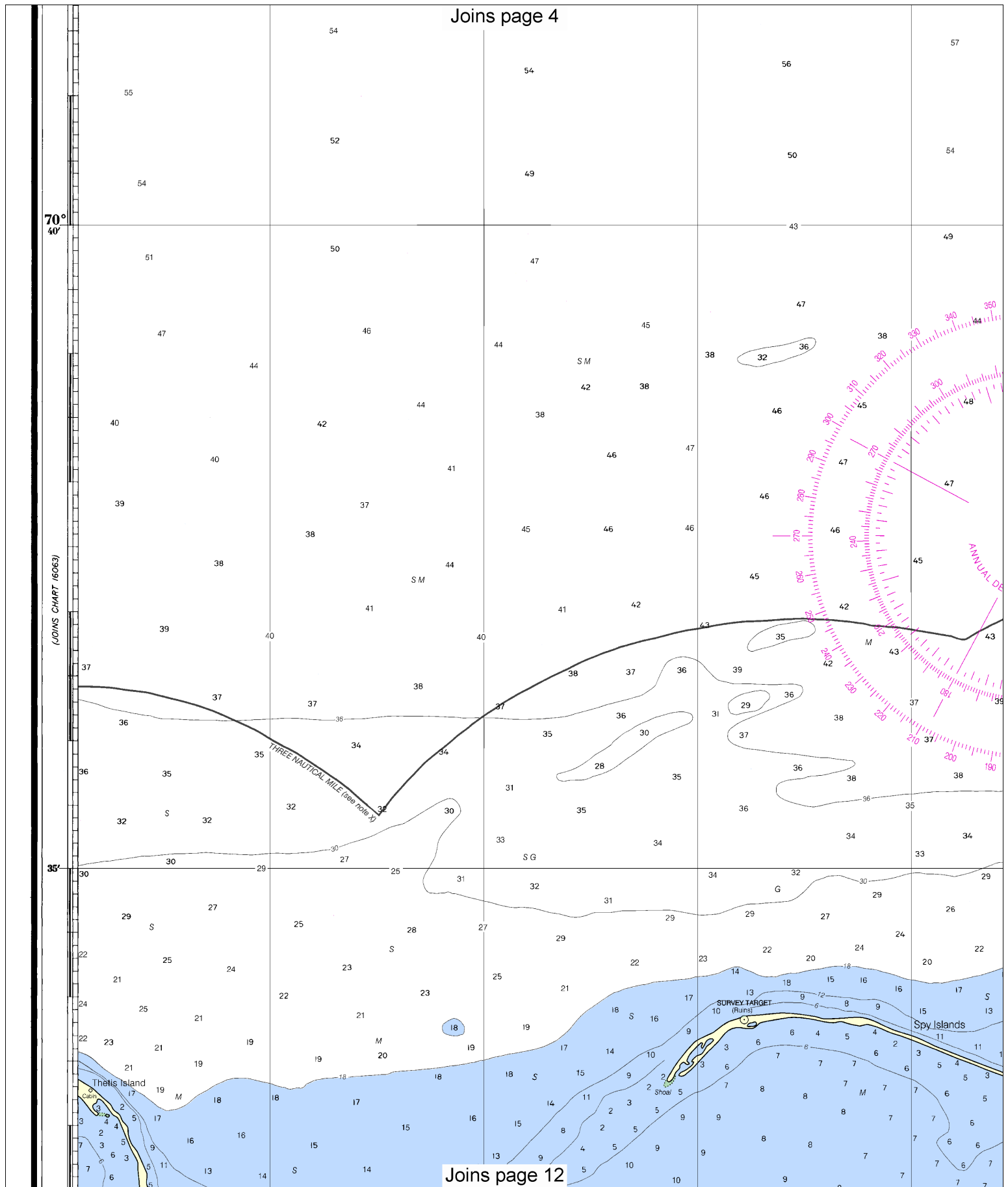
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The 12 nautical mile territorial sea was established in 1928, December, 27 1988, and is also the outer limit for the application of domestic law. The 3 nautical mile limit, as the outer limit of the territorial sea, is retained as it does not alter existing State or Federal resources boundary off Texas, the Gulf coast of the 3 nautical mile line elsewhere remains within fisheries jurisdiction and limit of states' jurisdiction (P.L. 85-31; 67 Stat. 29, March 22, 1953). This modification, as represented on future charts, is a recent chart edition take precedence.

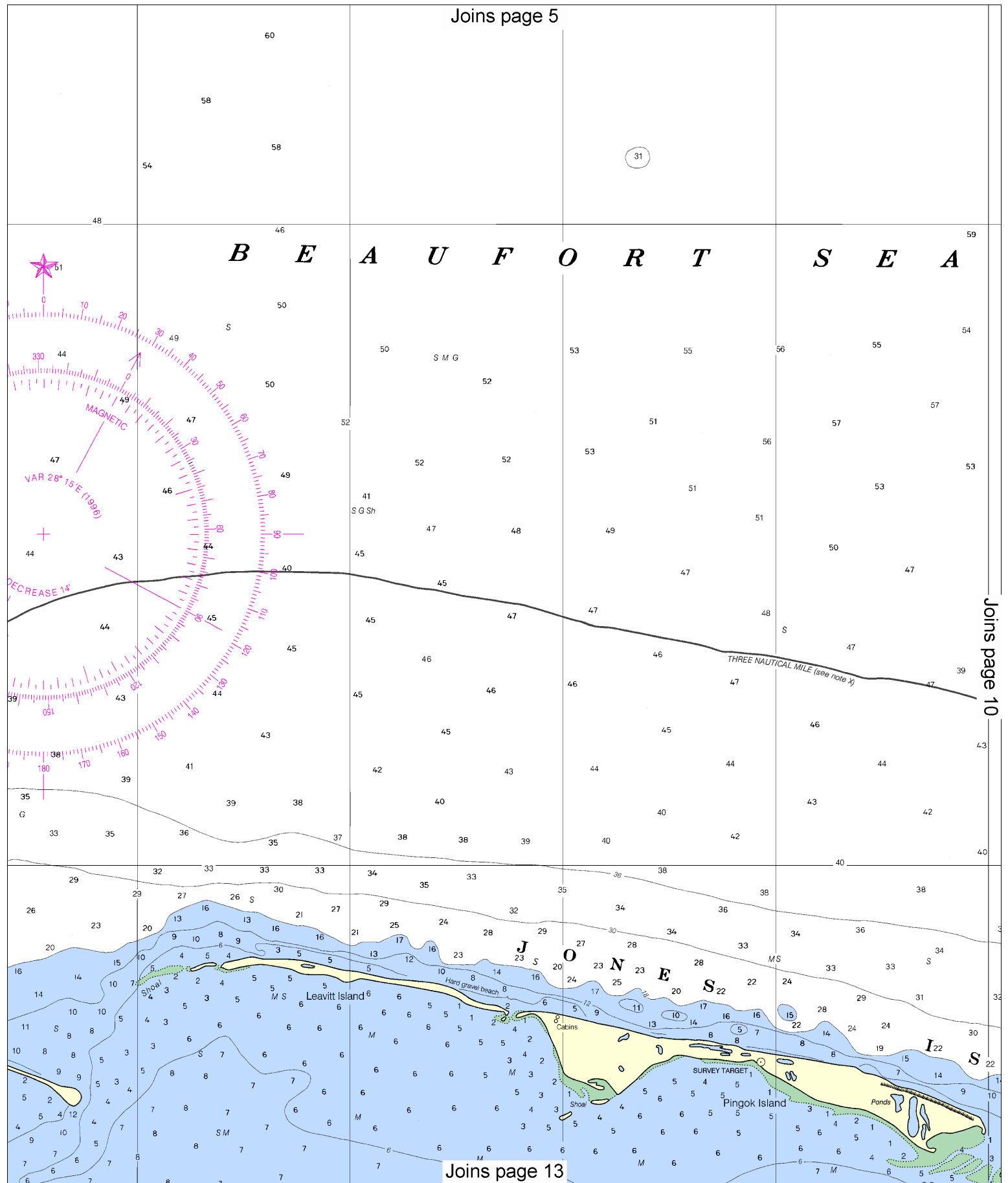


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



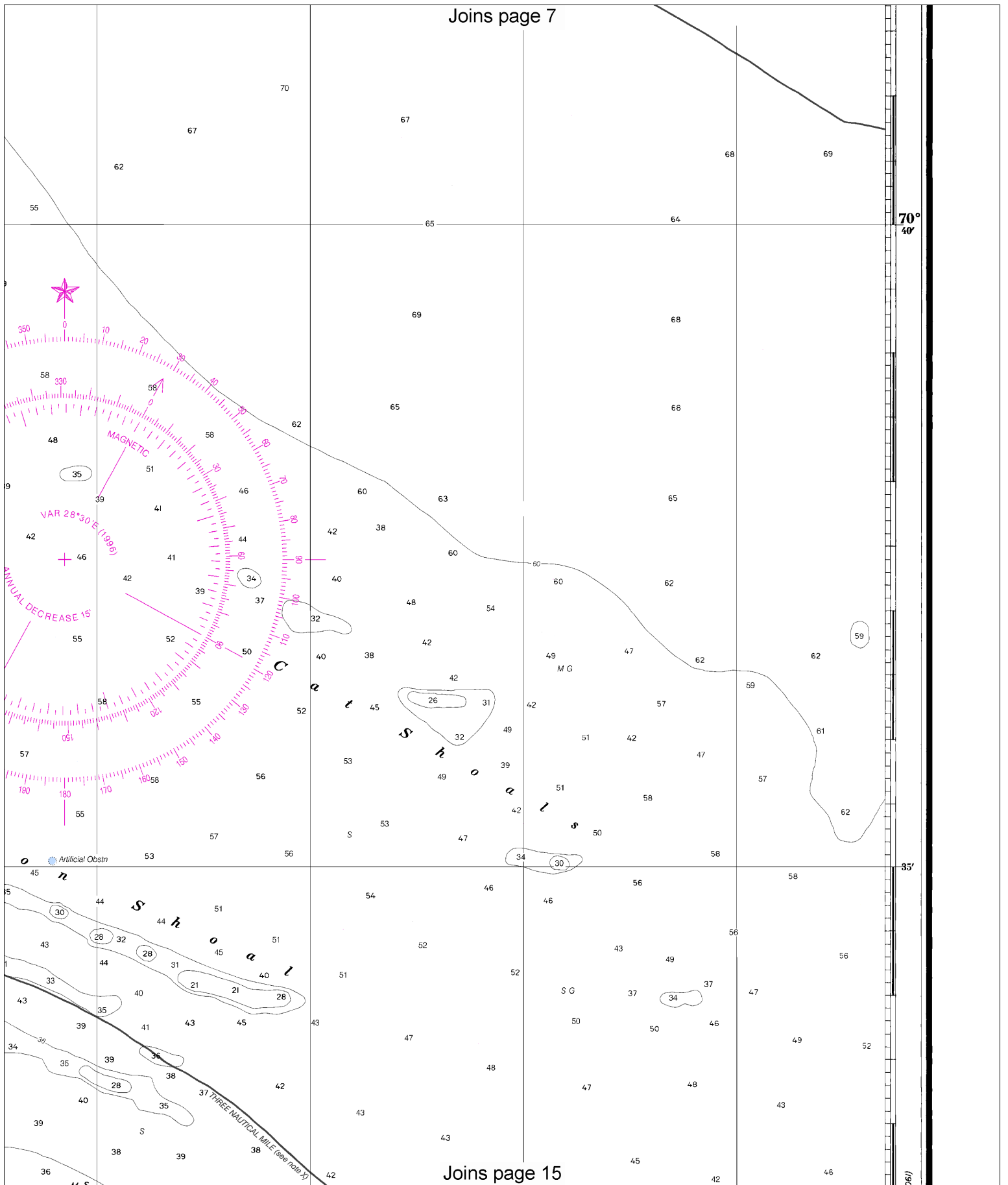
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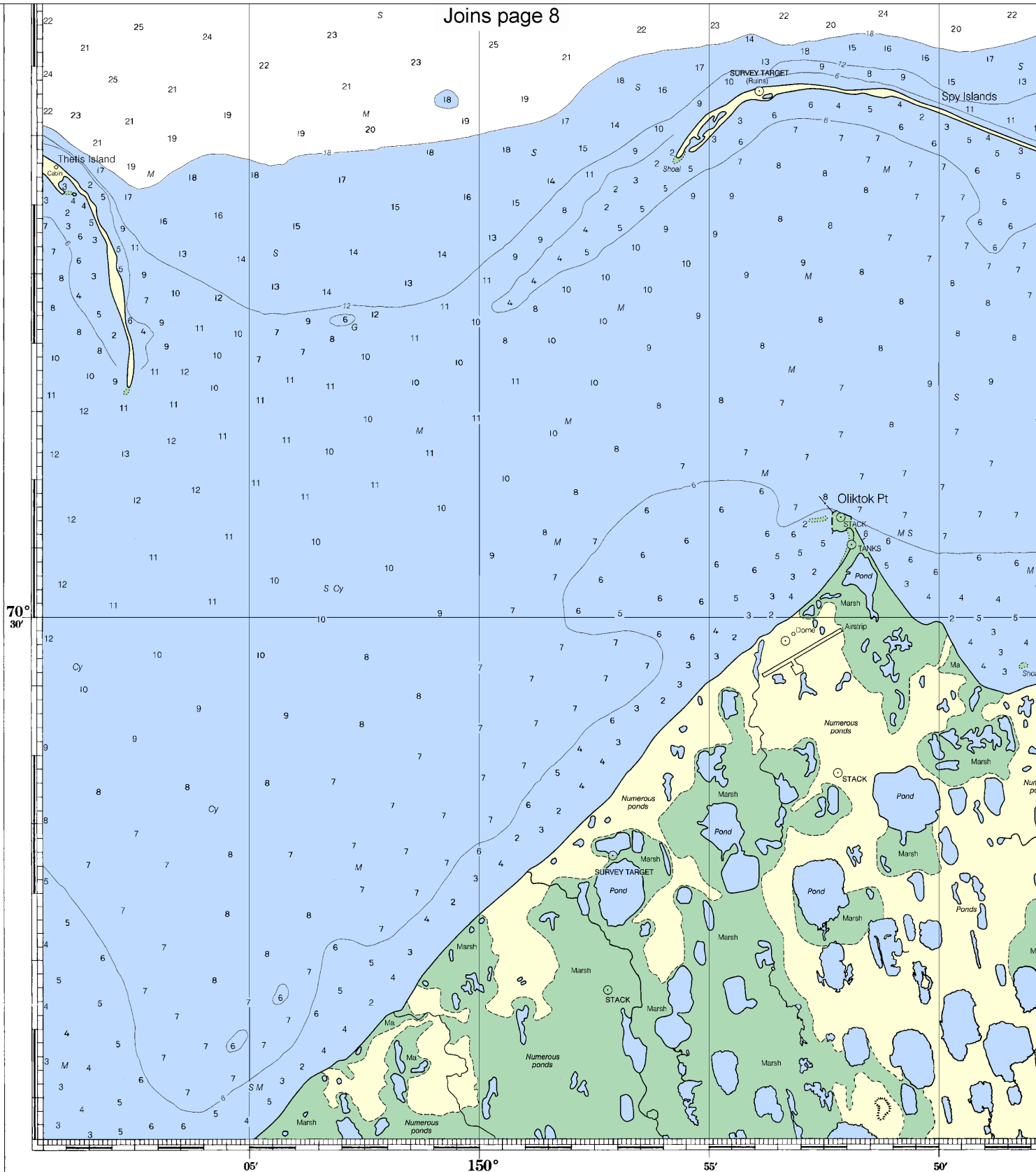
Note: Chart grid lines are aligned with true north.



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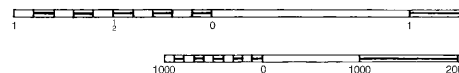


7th Ed., Oct. 12/96

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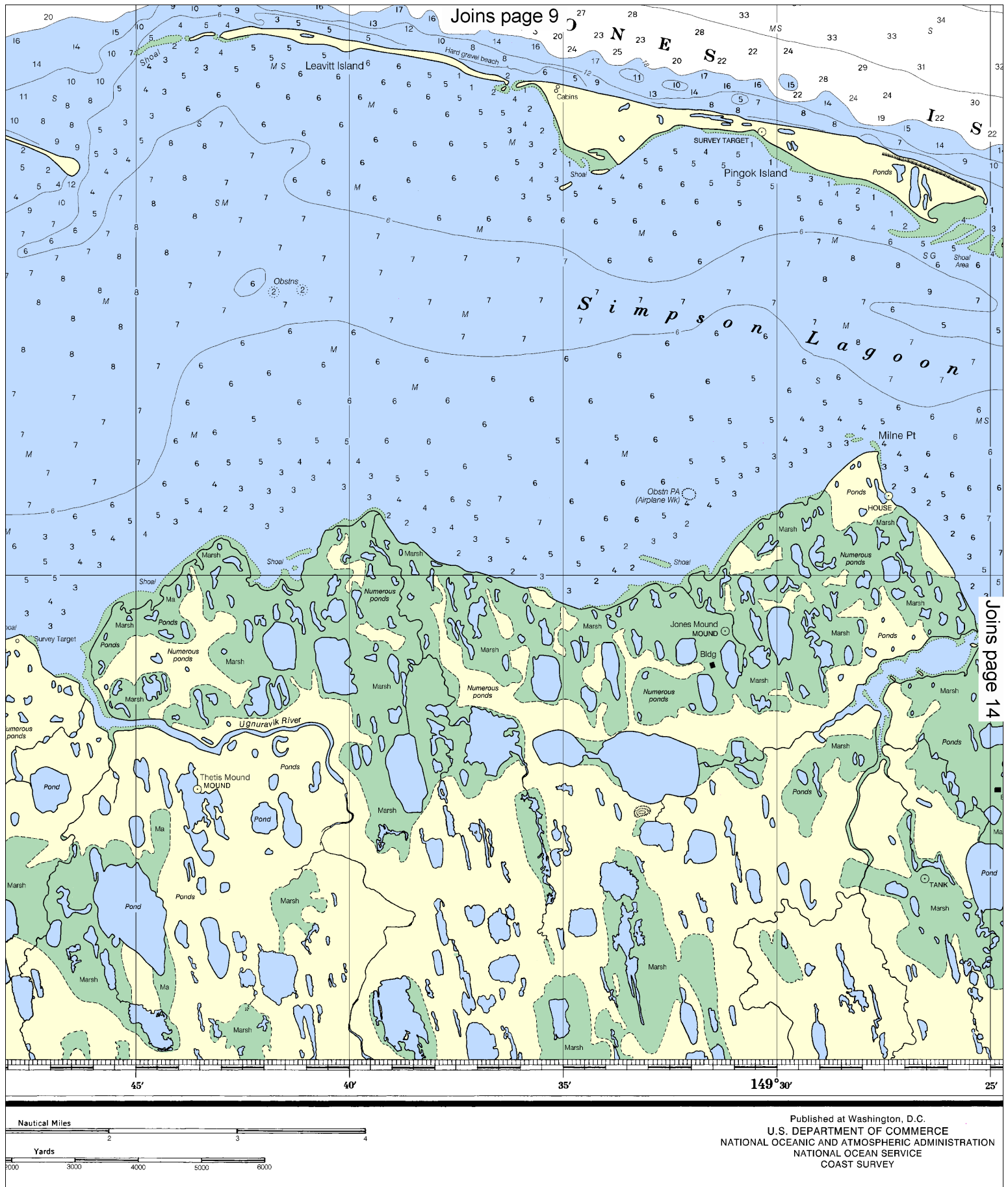
CAUTION

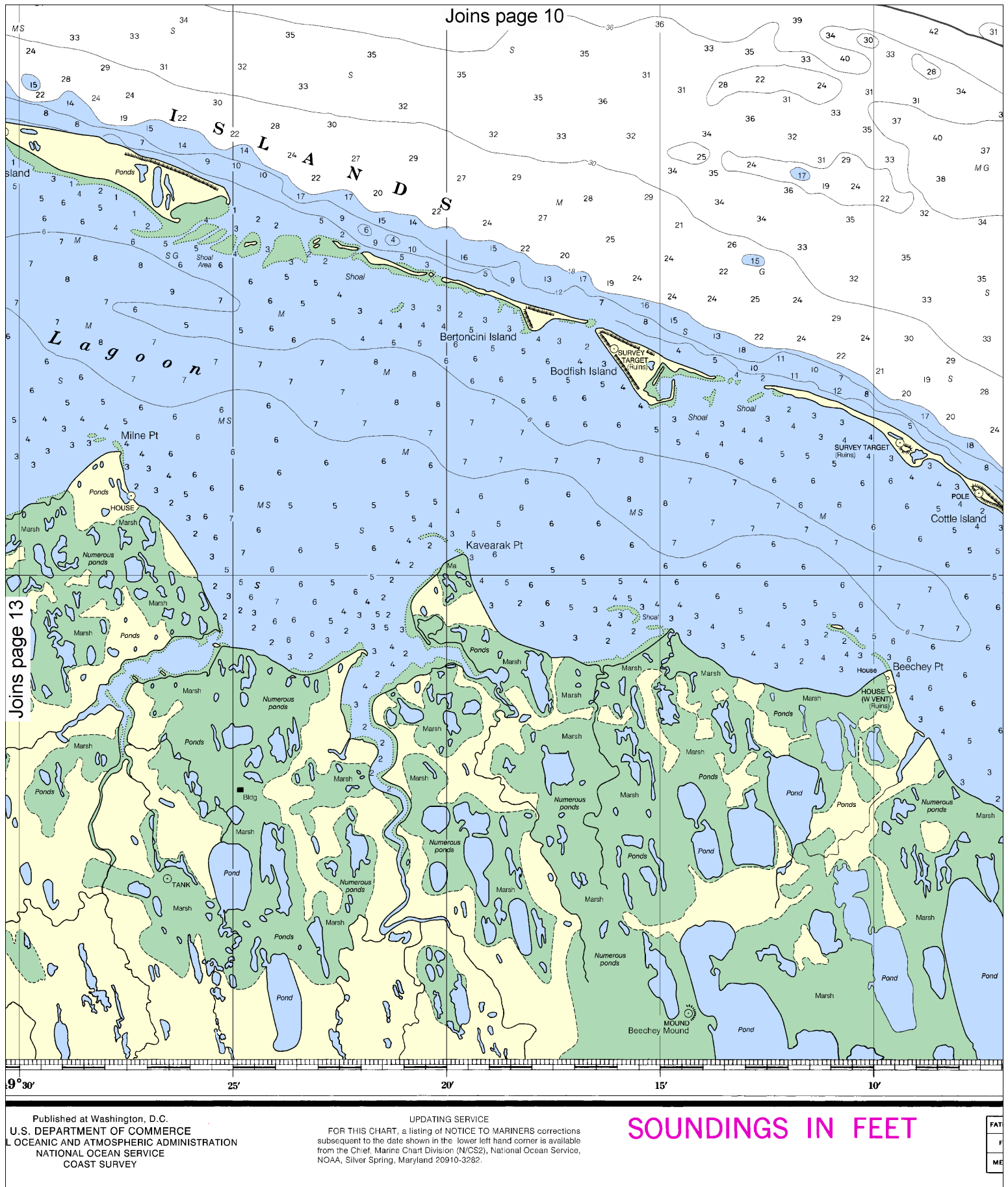
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency Hydrographic / Topographic Center and the Local Notice to Mariners issued periodically by each U. S. Coast Guard District to the date shown in the lower left hand corner.

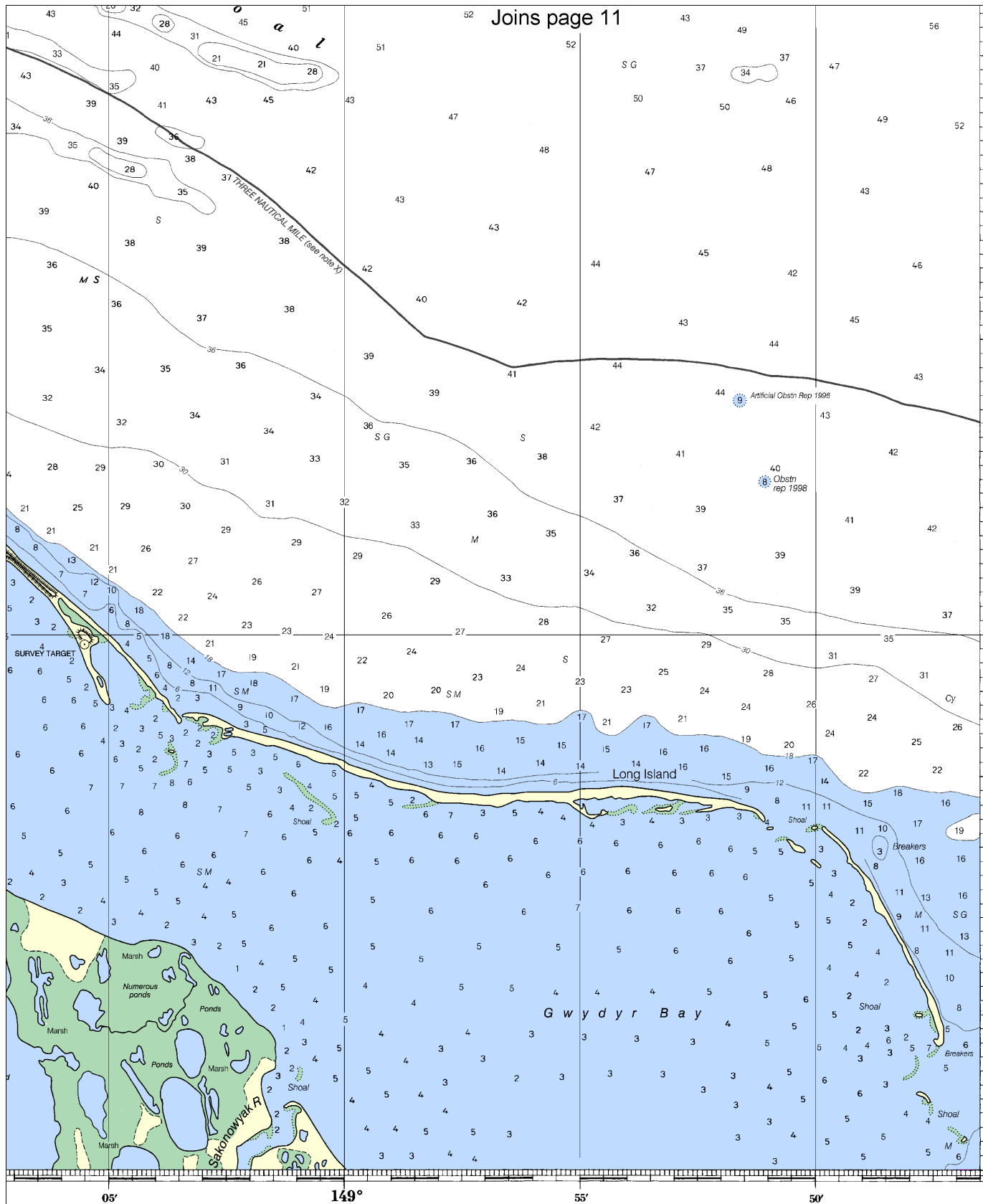


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Note: Chart grid lines are aligned with true north.







70° 30'

ATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

(Jones Islands and Approaches)

SOUNDINGS IN FEET - SCALE 1:49,794

16062

ED NO. 7

NSN 764201401328

NIMA STOCK NO. 16XHA16062



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
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Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



The Nation's Chartmaker